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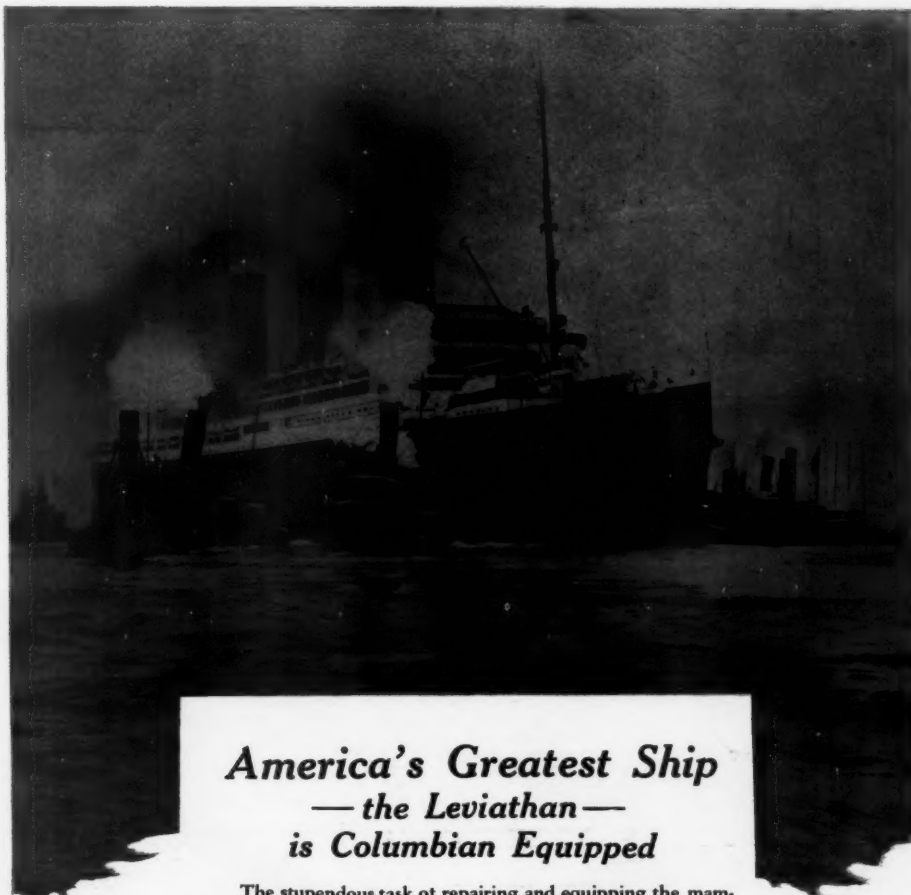
ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. III.

OCTOBER, 1922

No. 9



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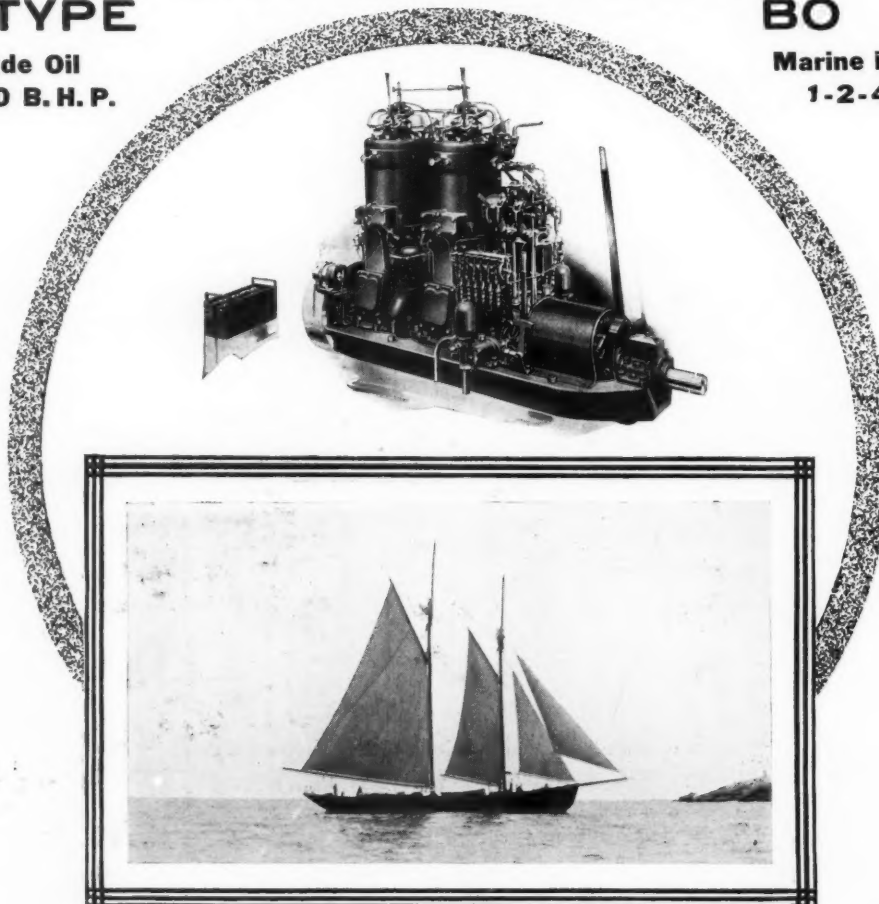
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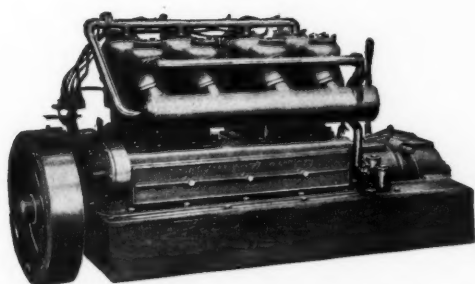


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Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE HARVESTERS OF THE SEA

OCTOBER, 1922 VOL. III, No. 9

David O. Campbell.....Pres. and Treas.
Frank Arnold.....Manager
Arthur W. Brayley.....Editor

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Boston Massachusetts

A Dollar a Year

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

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To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

BIG SHOW COMING

JUST before going to press with this issue of the FISHERMAN we were tipped off to an elaborate enterprise in the making, which promises to be just about the biggest event ever attempted for the interests of you fishermen. They call it a National Exhibition of Fishing Equipment, and it's to be held in Boston early in the spring.

Sounds as though it's going to be something very worth while, doesn't it? It will be the first opportunity for you fellows to see on display or in operation all types of gear and equipment used in the business of fishing. You will be able to judge for yourself what's what by comparison, for there'll be everything there, we understand, from big crude-oil engines to fish hooks—and all under one roof.

The high calibre of the men behind the enterprise named in the preliminary announcement promises a show that will be hard to beat. Bear in mind that it is not a money-making scheme, but that it is put on mainly for the purpose of boosting the fishing industry.

We'll tell you more about it in our next issue. Meanwhile plan your work so that you'll be able to come to Boston about the first of April. We'll guarantee it will be well worth your while.

THE CHILD IS GROWING

IT will be of interest to our readers to know that, according to our figures, this issue of the FISHERMAN—a paper not yet two years old—will have a larger paid circulation than the combined issues for the month of all journals in the country devoted to the fish trades.

Aside from our regular subscribers, thousands of copies will be sold on the streets of Gloucester before and during the International Races, so a Gloucester news company assures us.

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Our regular mail circulation is now unquestionably larger than any other journal in the field. The fact that we have reached this position in less than two years is pretty fair evidence that we are on the proper course.

EARLY OR LATE?

WE suppose you folks will be agreeably surprised at receiving the FISHERMAN a little earlier than is usual. It has been our policy to bring the paper out at the end of the month rather than around the first, as is customary.

But this month we decided to run a special race number which would contain a program of the International event at Gloucester. Which meant that it was necessary to have the papers on sale at Gloucester by October 19. Hence, the early delivery of this issue.

The point is, should we bring out the paper every month at this time, or later? It is entirely up to you readers. Let us have an expression of your desires on the subject.

Largest and by far the strongest of warm-blooded creatures is the whale. A specimen of the estimated weight of 60 tons has been known to tow for a whole day a steamer of 120-horsepower, with the full force of the engines working against it.

CALM OFF THE HORN

The third of a series of selections from the best writings of all ages descriptive of the sea.

OFF Cape Horn there are but two kinds of weather, neither one of them a pleasant kind. If you get the fine kind, it is dead calm, without enough wind to lift the wind vane. The sea lies oily and horrible, heaving in slow, solemn swells, the color of soup. The sky closes down upon the sea all around you, the same color as the water. The sun never shines over those seas, though sometimes there is a red flush, in the east or in the west, to hint that somewhere, very far away, there is daylight brightening the face of things.

If you are in a ship in the Cape Horn calm, you forge ahead, under all sail, a quarter of a mile an hour. The swell heaves you up and drops you, in long, slow, gradual movements, in a rhythm beautiful to mark. You roll, too, in a sort of horrible crescendo, half a dozen rolls and a lull. You can never tell when she will begin to roll. She will begin quite suddenly, for no apparent reason. She will go over and over with a rattling clatter of blocks and chains. Then she will swing back, groaning along the length of her, to slat the great sails and set the reef points flogging, to a great clack and jangle of staysail sheets. Then over she will go again, and back, and again over, rolling further each time. At the last of her rolls there comes a great clattering of tins, as the galley gear and whack pots slither across to leeward, followed by cursing seamen. The iron swing-pots bang to and fro. The straining and groaning sounds along her length. Every block aloft clacks and whines. The sea splashes up the scuppers. The sleepers curse her from their bunks for a drunken drogher. Then she lets up and stands on her dignity, and rolls no more for perhaps another quarter of an hour. — John Masefield.

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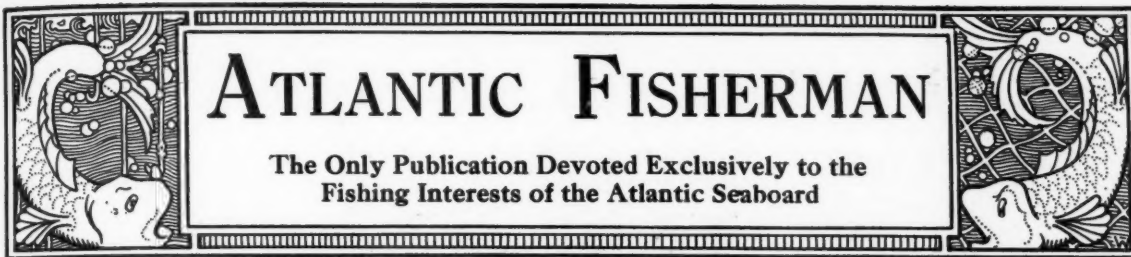
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ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. III. •

BOSTON, MASS., OCTOBER, 1922

No. 9

Schooner Henry Ford Wins Right to Challenge Bluenose

By CAPTAIN CHARLTON L. SMITH

"I TOLD you so," is usually far from pleasing but as a truthful statement of fact this hated form of expression must be used. From the time the fifth frame was placed in position—the writer helped place it there, by the way—at "Danic" Story's yard, our choice for the most perfect design of a fishing schooner has been that of the peerless Henry Ford.

Following up races since the middle of the 1870's, naturally we have seen some notable sights. But never have we seen a more thrilling or a closer start than that of the Second American Elimination Race of 1922.

The air was crisp and clear. The breeze was fresh from south by west. As 10 o'clock drew near "Clayt" Morrissey manoeuvred his beautiful charge over to the lee end of the line where he would have the position which helped the Elizabeth Howard so much on Thursday.

Quite a distance away, and heading for the middle of the line jogged the Dunton, while struggling for weather birth—close to the committee's vessel, the U. S. S. Talbot, were the Yankee and the Howard.

There was now about one minute to go. "Piney" had head-reached dangerously far toward the extreme windward end of the line which ended at the signal mast of the Talbot, while "Mike" Brophy, who had been jogging, kept the Yankee away toward the line from a weather position heading directly for the Howard's waist. Both vessels had little steerage way and Brophy could be heard shouting to "Piney" for somebody's sake to keep off or luff. Here's where the redoubtable Pine comes in.

With the spirit that has made Gloucester men famous, and a smile on his face, Ben stuck to his guns—he put his helm hard a starboard. Would that great white bulk ever forge ahead enough for Brophy to

clear his stern? If she did so, would she have room to pay off without plunking the Talbot? Slowly—very slowly—the white beauty began to swing. A strong man helped Ben cling onto the huge iron wheel. The main sheet roared through the sheaves to the knot. The Howard was turning, but could she swing enough?

For a moment that nose-pole, now being driven by a suddenly acquired burst of speed came aiming diagonally for the Talbot's vitals! "My God!" yelled one of Gloucester's best known experts, "She'll sink us!"

But the great mass of white painted wood and iron was making a terrific curve. She tore by our side a finger's space away from it. She leaped like a thing of life over the line side by side with the Yankee. Brophy was one second behind the starting whistle and "Piney" three seconds. Can you beat it?

Now came a pretty run of five miles to the turning mark off Milk Island. Side by side rushed the Yankee and the Howard indulging in a slight luffing match the while which may have helped the other two contestants. The Ford crossed at the lee end of the line thirty-five seconds late while the Dunton started in with a handicap of a minute and three-quarters.

All along the Cape Ann shore they went in the order in which they started. But just before the turning mark was reached the Howard passed the Yankee and the Ford passed them both away off to leeward.

Making a long, beautiful sweep with sheets being flattened by her thirty huskies, the invincible Ford luffed across the bows of the Howard and the Yankee, rounded the buoy and stood on the starboard tack out into the bay. She was a picture. She was not held high and seemed to be going like a locomotive. The Howard, too, was doing some sailing. She

kept second place although the Yankee pointed highest of all four and footed very nicely. At ten forty-four the Ford tacked, followed three minutes and forty seconds later by the Howard.

On this—a long board—the Ford was still increasing her lead. But the Yankee's high pointing allowed her to cross "Piney's" bow. For a while the Yankee was second. Before reaching the windward mark Cap'n Ben got his old position again. He rounded the buoy beautifully and started the ten-mile chase after "Clayt" Morrissey.

On this reach the Ford, with ever increasing distance between her and her rivals, held high. Perhaps Captain Morrissey, knowing he had superior speed, felt it good policy to do so. He may have feared the wind would back and head him. As it was, he lost three minutes by one old expert's estimate.

At any rate the lively, the saucy, the most-of-the-time queenly Ford jibed at the outer mark, an apparently sure enough winner. She sailed wing and wing—assisted by a scandalized stay-sail—this ten-mile stretch, still retaining her splendid margin.

The vessels romped home close hauled over the last stretch of five miles in an increasing breeze that blew about twenty miles an hour as the leader neared the finish.

The truly wonderful Henry Ford, wonderfully sailed by Captain Clayton Morrissey, got a not-to-be-wondered-at reception. Both she and the Howard, whom she beat five minutes and twenty-one seconds—about a mile in distance—were saluted vociferously with steam whistles. The Yankee was beaten fifteen, and Captain Felix Hogan's Dunton nearly forty minutes.

With the Mayflower's often-alluded-to "trial horse" beaten seven miles while sailing forty, what is your idea now, gentle reader, about the schooners?

The First Race

SPORT? You may lay your last bob it was, as they jolly well s'y at 'ome.

Weather and wind were perfect—only, a trifle heavier breeze would have been welcomed. But take it all in all it was a splendid race day.

Promptly at ten came the starting signal. First to cross the line was Ben Pine (Piney) in the white, dark-horse Elizabeth Howard. Before the west southwest wind she came pelting along like a thing of life. She was three-quarters of a minute, though, to the bad.

Away off at the seaward end of the enormously long starting line, and at a lamentably great distance from it, the Henry Ford was trying futilely to get a move on. She was sluggish. She seemed to crawl.

But the Yankee, aiming for the



Howard

Dunton

Ford

JOCKEYING FOR POSITION
Just Before Start of Second Race of American Trials

minutes behind "Piney" in getting a start.

All down the wind, on the first, the five mile stretch of the race, romped the Howard ever increasing her lead. Her main boom was broad off where it should be. On the others, except for a while on the Yankee, the booms were not.

The Howard turned the first mark in the lead and held that position for nearly a mile when her main trestle trees broke, which unstepped the heel of the top mast. The spar twisted the cap. It hung nearly horizontal. It looked like a square rigger's yard. The Howard immediately withdrew.

Henry Ford was the schooner that was now in everyone's mind. In fact, she had been gaining since turning the mark. From this point on it was evident, to those competent to judge, that all other vessels in the race were out-classed. The beautiful latest product of Captain Tom McManus's brain and hand, landed a handsome winner. She beat her nearest competitor, the Yankee, nearly seventeen minutes, and the Dunton about forty. Viva the Ford and Tom McManus!



A CRITICAL MOMENT

Looking Down on After Deck of Howard Just as She Grazed U. S. S. Talbot.
Taken by Albert Cook Church from Deck of Talbot

middle of the line, appeared to have a little speed. She was, however, two The L. A. Dunton came next, and the Ford a poor last.



(Left to Right) Ford Rounding Mark in First Race. Sch. Yankee, Which Made a Splendid Showing Especially on the Wind. Sch. Elizabeth Howard Just After She Lost Maintopmast in First Race. She Was Leading at the Time.

All Photos by Albert Cook Church.

Bluenose a True Champion

Lunenburg Flyer Wins Right to Defend Cup — Has Every Earmark of a Winner — Captain Whynacht's New Margaret K. Smith Shows Class

THAT Schooner Bluenose is going to be a mighty tough vessel for the Yankees to beat was most emphatically demonstrated by her all-around work in the first—and only—race of the Canadian series.

Despite mistakes on the part of her skipper, the usually wide-awake Captain Angus Walters, which set her back many minutes, she romped home an easy winner with Canadia, Mahaska and Margaret E. Smith finishing, in the order set down.

Someone said after the race that the champion won in spite of those aboard her, and it is literally true.

In the first place, she was left flat-footed at the start, lolling with her main sheet in the water and herself "in irons," while her rivals were footing away from her in the reach of the first leg.

Next, Captain Walters sent his vessel around the first mark—the inner automatic—on the wrong side, a "bloomer" that necessitated bringing her back to leave the buoy to port and get her away on the proper leg.

Again,—what would be the last straw to the ordinary racing vessel—she over-shot the next mark by an amazingly wide margin.

And yet the Bluenose won by about six minutes! Then, too, bear in mind

that the veering of the breezes made of it an off-the-wind race practically throughout, while the Bluenose does her best work on the wind. Without question she's a faster vessel than she was last year, which is probably due to a nicer trimming and the fact that her skipper is now familiar with his vessel. Light or heavy, blow high or blow low, dirty footing or smooth, the Bluenose is the undisputed queen of the Nova Scotia fleet.

At the starting line it looked as though those aboard the Bluenose did not care a rap about getting the weather position. The others fought for the place with the Mahaska winning the skirmish. Then came Captain Conrad's Canadia followed closely by the Smith with the champion to leeward of the field, and under the Smith's blanket.

The Smith was making good time on the reach to the inner blower, establishing a good lead over the Bluenose, which seemed to be "in irons," with hardly steerage way on. Fifteen minutes after the start they were strung out, Smith, Mahaska, Canadia and Bluenose, with the Smith footing it fast, and increasing her lead. At this point the Canadia overhauled the Mahaska, going into second position.

Bluenose, beginning to get a better

wind, seemed to shake off her slothfulness and to settle down to the business of racing. Five minutes later she was passing the Mahaska and footing it after the Canadia, which she caught and passed leaving only the Smith between her and the mark. With the wind freshening to twelve knots the Bluenose began to show some of her real class. The Smith was overhauled—Bluenose finally leading—having from a poor start overtaken her three rivals by sheer speed. Just before she hit the inner blower, 6.3 miles from the start, she had a comfortable lead over the Smith, her nearest competitor.

Then came the prize "bull" of the day! Number two course had been plainly signaled in ample time before the starting gun. It seems, however, that Captain Walters had been so busy with one thing and another before the start that a little matter like the proper course was just naturally overlooked. Leaving the mark on his starboard hand Captain Angus headed for the Sambro mark—the course used in the first race last year. Fortunately a newspaper man aboard the champion, casually consulting his program to determine the direction of the next leg, discovered the error. But not before the Bluenose was well down the wrong leg, with the Smith following the champion blindly. As the Bluenose came about to retrace her wasted steps, those aboard the Smith got "hep" to the situation and did likewise. Meanwhile the Canadia and Mahaska had rounded the mark properly and were well away on the next leg. By the time the Bluenose and Smith got out of their tangle, the champion was bringing up well in the rear of the procession. The wind had hauled out easterly making a thresh of it, and Conrad's vessel, with a stiff lead, began to look like a possible winner.

Bluenose had little trouble passing Smith and Mahaska but Canadia looked dangerous. Captain Conrad was sailing a beautiful race, getting everything possible out of his craft.

All the vessels were on the port tack with the Bluenose pointing the highest, and gaining perceptibly on the La-Have entry. At the proper moment the Canadia was put over on the starboard tack. But Walters did not tack. He held on, and on and on, until it was quite certain that he was widely overstanding his mark, besides handing

(Continued on page 13).



SCHOONER MARGARET K. SMITH
Leading Bluenose and Canadia after Start of First Race

"Whale Oil Gus" Spins a Yarn

Vivid Sea Stories Told by Veteran Hunter of Whales

REMINISCENT of a bygone era of navigation, when whalers with straining sails pushed their prows into unknown seas, "Whale Oil Gus" Folger and "Little Monday" Brown were in Los Angeles recently. They brought with them at least one blood-curdling tale of the sea.

Dressed in sea togs, with his captain's cap set jauntily above a weather-tanned face boasting a large, overhanging black mustache, "Whale Oil Gus," whose real name is Capt. Augustus E. Folger, might easily have stepped from one of Captain Marryat's sea stories. When asked to tell some of his experiences, says the Los Angeles Herald, he spun a tale of adventure on the seven seas rivaling any ever chronicled by that author.

"I'm 73 years old, and not a gray hair," he said, "and during my 30 years on the sea I had more thrilling experiences than ten average men. And what's more, I lived to tell about them.

"I was born in Nantucket and began my life as a sailor when I was 11 years old, by shipping out of New Bedford as cabin boy on the bark Mount Wallaston. From that time on I had adventures a-plenty. One of the worst that I ever went through happened years later off the west coast of South America after we were returning from a cruise to the South Aretics.

"Several hundred miles outside Valparaiso our vessel went down in a hurricane, and myself and six companions were saved in a life-boat. For twelve days we drifted in the little craft and then when our hunger became unendurable it was decided that one of us must be killed in order that his flesh might keep the remainder of us alive.

"A match was broken into bits and we all drew lots. Then, one after another, each laid down his bit of wood, and it was discovered that Henry, a mere boy, whose father, Capt. Peter Pollard of Nantucket, also was in the rowboat, had drawn the fatal bit.

"Well, sir, it shocked us to think of that boy having to die, even though we were nearly crazy from hunger, but his father said that we had made an agreement and it should be kept. We prayed, and then someone hit the lad with a 'roller' and we ate his flesh. And an hour later we sighted land—an hour's delay and the boy's life could have been spared."

Captain Folger was non-committal when asked regarding his feelings at eating human flesh.

"I had been so long without food that my emotions were dulled," he finally said. "And my sense of taste was gone."

Another adventure narrated by Captain Folger occurred soon after shipping on the Mount Wallaston. He had gone aloft to the masthead to look for whales, he said, and, becoming careless, fell 120 feet into the ocean. It being evening, his

vessel was unable to locate him, and for 14 hours remained in the water, he said.

"The next day the lookout sighted me and thought I was a whale," the captain added with a chuckle. "The boat he sent out didn't come a bit too soon, either. I couldn't have held out much longer."

Since his retirement from active seafaring life, Captain Folger—who, by the way, claims to be a nephew of Charles J. Folger, secretary of the treasury under President Arthur—has gained a livelihood by exhibiting his \$10,000 collection of whaling relics. Much of his lecture work has been done in the public schools and before civic organization.

With Captain Folger is "Little Monday" Brown, who has been his companion for 30 years. Born on the whaler Petrel, in the South Pacific, Brown was so named because the date of his birth fell on Monday and the Petrel had set sail on Monday.

Included in the captain's collection of relics are harpoons, specimens of whalebone and the clumsy whale guns used in slaying the monsters of the deep. The collection also contains \$460 worth of ambergris, the material thrown off by a whale, which is used in the making of perfume.

CANADIAN OYSTERS

THE Canadian oyster season opened September 25 with prospects slightly better than last year.

Shipments from Prince Edward Island will be restricted largely to supplies from East River points.

The famous Malpeques and Curtain Island cup oysters are said to be coming back, though the supply at present is practically negligible.

A few years ago the opening day of the season was a momentous occasion. Steamers were held in readiness at the wharves to take on hundreds of barrels which were hurried off to market for a top price.



Cap'n Allswell says:

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COLUMBIAN BRONZE PROPELLORS

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

A Reg'lar Feller



CAPTAIN BEN PINE

A STURDY lad of ten made his appearance at Gloucester in 1893. All the way from Belleoran, in far away Newfoundland, he came and, young though he was, his aims were high. A humble beginning held out no terrors for him. It's of "Piney" I write, of course. You all know Captain Ben Pine.

Long hours—yes, and years—toiled the determined youngster in a dory buying and selling junk, until strong enough to fill a man's place in the fleet. From then on he alternated between trips in the large schooners and the handling of old sails, rope and metals. Oh, a natural born business man is this rough and ready, pleasant-visaged son of Down East.

Ben's schooling was in such fine craft as the Arbetrator, where he hauled the halibut in; the John Hays Hammond, Captain Spinney, and the John S. Presson.

The year 1905 found Captain Pine a well-established business man, a member of the firm known as Langford & Pine. That year the Captain's faculty for organizing resulted in his beginning to acquire twelve medium sized vessels of the fishing fleet. These craft, mostly

schooners, went after mackerel in the spring, swordfish in the summer and netted for mackerel and for herring in the fall.

Now the company which "Piney" formed own the large schooner Pilgrim

—they salvaged her last fall—and a splendid piece of wharf property that has its entrance from Rogers street, near the center of Gloucester's business district.

The fine sportsmanship and public spirit shown last year—and this year, too—by Ben Pine and his friends and colleagues Marion J. Cooney, Phillip Manta, et al, is fresh in our memories. In spite of having lost the beautiful schooner Puritan, "Piney" and Cooney rallied from the blow and proceeded to charter the Elizabeth Howard so they could have an entrant in the Elimination Races. With "Piney" at the wheel, spic and span in a snow-white top-side coat, spars all freshly seraped, the Howard will be a pretty sight when she reaches the judges line for the start. She is—you know—in spite of her color a bit of a dark horse.

All honor to "Piney" and to all good fellows of this sort. If he can bring his six-year-old charge home a winner, great glory will be his. He is sensible and realizes what he is up against in the Henry Ford. Altogether, men—three cheers for the plucky Captain Ben Pine!

Buzzard's Bay Scallop Yield Small

Power Boats and Poachers Blamed for Conditions—Better State Protection Needed

WITH the ending of the first week of scalloping, the season, although it lasts from Oct. 1 to April 1, has already ended for many Buzzards Bay fishermen. Not only do the scallop men say that scallops are scarce this year in Buzzards Bay, which nominally provides a considerable part of the Massachusetts supply, but that scallops will continue to be less plentiful each year.

Power fishing boats are blamed for the fact that the bivalves are disappearing, and Cape fishermen were asserting that not until a state law is passed forbidding scalloping by the power fleet will the shellfish start to come back. In years gone by dredging was done in sail boats. This year the white sails which used to dot the harbors and the bay have almost vanished and there is instead a steady put-putting of motor boats.

Heavy dredges made of rope or chain with a bar across the mouth are

dragged over the beds. With a sailing boat the dredges scraped lightly over the surface, picking up the shellfish, but leaving the beds unharmed. Hauled by power, the dredges cut deep and go along regardless of obstructions, tearing up the bottom. Fishermen explain that with boats pulling from six to ten dredges crossing and criss-crossing, the bottom of the bays and harbors are cut to bits and the shellfish are unable to thrive.

Scallop poaching has been extensive also this year, the fishermen complain, and many beds have been cleaned off by fishermen who haul their dredges in the hours of darkness. Although the season in Massachusetts did not open until October 1, scallops have been in the market for several weeks previous to this date, and the fishermen say the poachers have been at work for some time. Particularly at one spot in Buzzards Bay off Mattapoisett, known as "the wreck," near Cleveland's ledge,

where scallops were known to be early in the summer, were the illegal fishermen at work, for when the licensed men arrived at the opening of the season the beds were practically bare.

New Bedford and Fairhaven waters have less than the usual supply, and Mattapoisett and Marion harbors have practically no scallops. It is the poorest season in several years. Wareham and Onset have more shellfish than the two previously named towns but the bivalves are below normal in quantity.

Many Cape men who depend upon scalloping for a winter occupation and have an expensive boat and gear in readiness, will feel the loss of income this winter, it is said. So important is the scalloping industry that in some years as much as \$200,000 has been taken into the coffers of the fishermen of some of the towns.

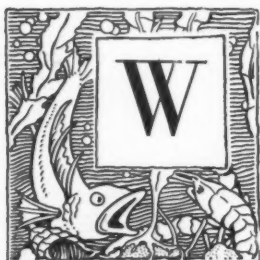
In the Nantucket Sound grounds and some of the lower Cape harbors the supply of shellfish is reported as fair. The Nantucket supply has yet to be touched, for by a recent action of the selectmen at the request of the fishermen the waters there were ordered to remain closed until Nov. 1.



AS WE SEE IT



A LESSON FROM THE WEST



WHEN it comes to the science of creating markets we'll have to hand the palm to our western brethren. They understand these things better than we of the east. Not long ago a most promising project for the creation of a bigger market for fish in greater New

York flivvered out because a sufficient fund to put over the plan could not be raised.

It seems John Brown wouldn't subscribe until he was sure Bill Smith would ante up his share. "For," argued Brown, "if I dig down and Smith doesn't, what's to prevent him from cashing in on the deal to the same extent I do? No, sir; count me out."

In contrast to this failure, consider the job that a small group of Californians have undertaken recently. They've raised \$10,000 to create a greater market for eggs—yes, eggs—in the face of the fact that they'll only be splitting the gain that comes from their project among some two or three million, more or less, competitors.

But, will they make it pay? Watch 'em.

THE COMMISSIONER PROTESTS

LAST month, in a mild editorial, we took a shot at the Canadian lobster laws, which in our opinion, were not framed on sound conservation lines, but rather were made to order for the canning interests.

We also tried to show that because of these weak-kneed laws, Maine fishermen were being subjected to competition that was often ruinous.

Furthermore, we intimated that, until Canada saw fit to mend her ways, a protective tariff was both just and reasonable.

Now comes a post card from the Hon. M. H. Nickerson, which reads:

"It is useless to plead for a tariff on Nova Scotia lobsters without looking into the situa-

tion. The bowman in every lobster boat knows that such a tariff would apply to New Brunswick, which is part and parcel of Canada. That province begins lobstering in four weeks hence, and the Maine dealers are glad of it, because Grand Manan and all the Bay shore in fact help fill the pounds in that state for the winter trade. Those men are not worrying over competition from that quarter. Probably they care as much for the welfare of the Maine fishermen as you, or anyone else. Now think it over calmly and be convinced. Your Nova Scotia subscribers will give you little thanks for an attempt to blockade them."

Nothing very convincing in that communication. In the first place, it is inconceivable that an equitable tariff on lobsters would seriously affect the importing of supplies into Maine in times of shortage.

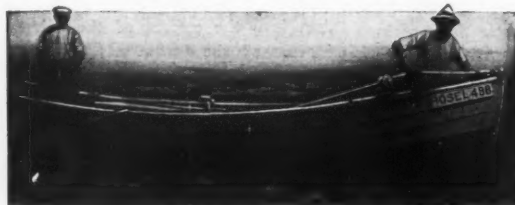
Secondly; even so, would not fair prices the year around to the hosts of fishermen mean more for the common weal than the privilege of filling the pounds of the dealers with competitive stock, duty free, in periodic times of local shortage? After all, the law that benefits the greater number is more likely to be the right one.

The warning at the end of the communication is of little moment. Our valued readers in the Maritimes can be counted upon to recognize the position of the Maine lobsterman.

IT'S GOOD BUSINESS, FISHERMEN

THOSE fishermen who are inclined to consider as a joke the 25 cent reward offered by the United States Bureau of Fisheries for the return to Washington of the cards enclosed in bottles set adrift along the Atlantic coast, will do well to think the matter over a minute.

The reward is not great, to be sure, but it should be more than sufficient to induce the return of these important little cards. Just bear in mind, you fishermen, that these cards are a part of a scheme for the collection of scientific data that will be used for your especial benefit. Capture every one of these bottles you see. It's good business.



A FISHERMAN'S MOTOR

The new models "N J M" Motors, No. 5, 10-15 h.p., at \$375 and No. 6, 15-20 h.p., at \$500, complete (parts interchangeable with Ford) are, we believe, the greatest motor values ever offered to fishermen.

WRITE FOR COMPLETE SPECIFICATIONS

NEW JERSEY MOTORS INC., Keyport, N. J



BLUENOSE A TRUE CHAMPION

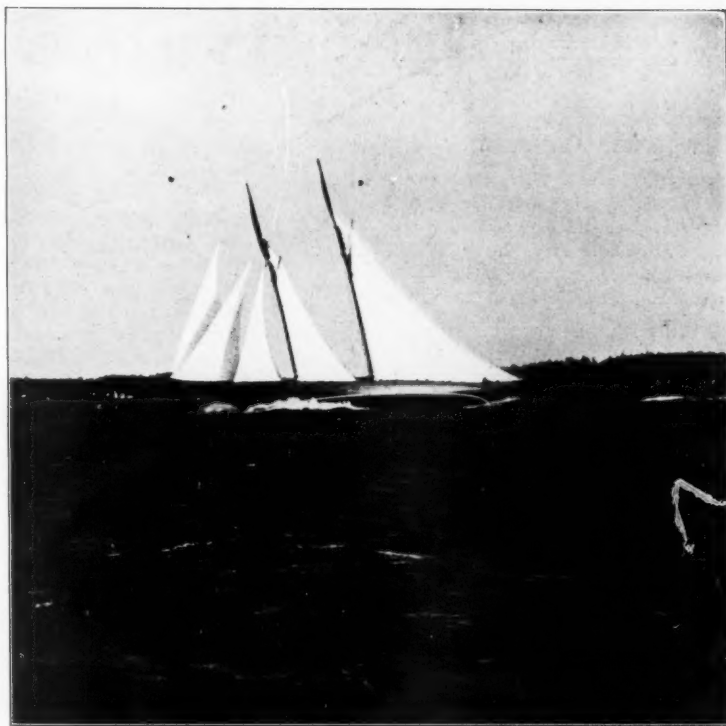
(Continued from page 9).

Canada added advantage every yard she held to this course. Finally Walters came onto the starboard tack and it now could be seen to what degree he had overshot the mark. Bluenose rounded the mark about seven minutes later than the Canada.

Here began a long stern chase off the wind. Reaching in the freshening breeze like a greyhound, the Bluenose was eating down the long gap separating her from the Canada until it was evident that she would eventually catch Conrad's pride. Turning the Sambro mark the Lunenburg again tore after the Canada wearing down the lead steadily, and finally catching her about two-thirds of the way to the Inner Automatic. From this time on it was the Bluenose's race. She was a winner by about six minutes over the Canada, with the Mahaska and Smith pulling up in the rear.

**ELIMINATIONS CALLED OFF
AFTER TWO TRIES**

TWO attempts to sail the second of the Canadian elimination races resulted in failure. Though starts were made October 9 and 10, neither day provided sufficient wind
(Continued on page 29).



BLUENOSE MADE A SPLENDID PICTURE AS SHE SKIMMED ALONG

**For BOTTOMS—to Prevent Marine Growth and Assure a Smooth Sailing Surface Schooners
HENRY FORD, ELIZABETH HOWARD and PURITAN used**

“GLOUCESTER” COPPER PAINT

SCHOONER ELIZABETH HOWARD



SCHOONER HENRY FORD

This paint is noted for its smoothness*Terms and Special Discounts Furnished on request***HENDERSON & JOHNSON, Inc., Gloucester, Mass.**

LOBSTER NOTES

THE SITUATION

R EPORTS from all points denote a fair supply of lobsters during the past three weeks. Fishermen of Buzzards Bay, Block Island, Fishers Island Sound and Long Island waters have been making better than average catches.

Maine lobstermen, with a better brand of weather, have produced fair supplies.

Prices have run from 25 cents in Maine to 33 cents in Massachusetts, with about a 30 cent average in southern waters.

Many of the fishermen of Buzzards Bay are hauling out their traps for a spell to take advantage of the big money offered in the scallop fishery. About 75 per cent of their traps are now out of water, but they will resume lobstering November 1.

Word now comes from the Canadian Department of Marine and Fisheries that no additional lobster fishing season will be granted the Western Nova Scotia fishermen this fall. The New England and Long Island fishermen will be put to it to keep the market supplied.

NO EXTENSION OF NOVA SCOTIA SEASON

N O additional lobster fishing season will be granted in Western Nova Scotia this year. In a statement issued recently the Canadian Department of Marine and Fisheries gives reasons for the refusals of requests

that a fall season for lobster fishing be granted on the southwestern coast of Nova Scotia, which extends from St. Mary's Bay, Digby county, to Cole Harbor, Halifax county.

The regular lobster fishing season on this coast is from the first of March to the 31st of May, but last year an additional season was granted there from November 1 to the 15th of December. The ill effects of this additional season are manifest, says the statement. During the regular season of last year 110,277 hundredweight were taken and during the additional fall fishing season 32,733 hundredweight. The result was that during the regular season this year the catch was only 62,100 hundredweight, while in practically every other district around the coast, it says, there have been good increases.

Another reason for the refusal, according to the statement, is that the lobster fishing and canning industries are carried on all along the coasts of the Maritime Provinces and Quebec, and an extension of the season in one district affects the business situation in all the others.

One of the unanimous recommendations at the conference of lobster fishermen and packers at Halifax in 1918 was that there should be no extensions of the lobster fishing season in future, the statement says: "It is said that the campaign of education which the Department of Fisheries has been carrying on with the object of protecting the lobster fisheries and bringing them up to the highest possible points is bearing

fruit on almost all portions of the coast.

MARKET IMPROVING

A CCORDING to E. Paturel, of Shediac, who is one of the largest shippers of live lobsters in the Maritime Provinces and who conducts a big cannery at Shediac, the lobster market has been slowly improving for the past year. He said that the demand had increased from fifteen to twenty per cent since last spring and was from forty to fifty per cent better than it was in 1921.

The live lobsters are shipped to the United States and to points in the western part of Canada. The people of Shediac ship an average of one car-load per day during the six months of the year ending in October.

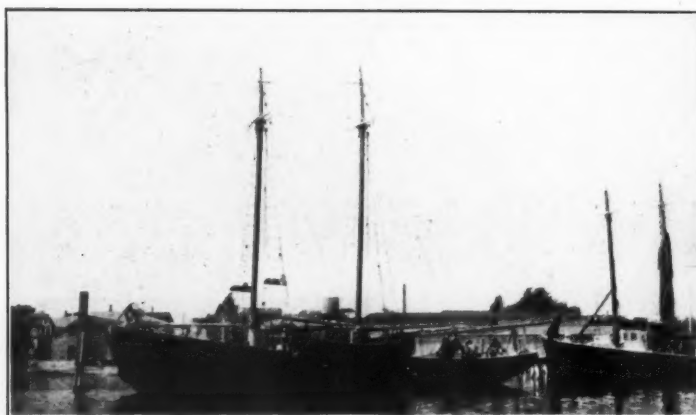
The canned lobster business is showing its remarkable improvement lately on account of the European market. Last year when the French exchange was about sixteen francs to the dollar and the English pound was not much better it had the effect of causing the prices of all classes of foreign goods to be so high that it seriously interfered with business. These two countries have made such rapid strides towards bringing their money back to normalcy that the lobster business, depending on the foreign market, was one of the first to show improvement.

All the countries which bought lobsters from Nova Scotia are practically in the market again with the exception of Germany. The highest class of canned lobsters goes to England and France, secondary grades go to the Scandinavian countries; the fish shipped to the United States is usually re-shipped to Europe.

The canneries at Shediac turn out from seventy-five to one hundred cases per day during the season. They have taken in as many as one hundred and one thousand pounds of lobsters in one day. These figures give an idea of the size of this industry taking into consideration that this is only one of the factories on the coast.

The N. F. Trefethen Co., lobster dealers, was fined \$630 in the municipal court October 9, representing \$5 for each of 126 short lobsters alleged to have been found in the company's cars by Waldo A. Ricker of Saco, state warden. An appeal was taken.

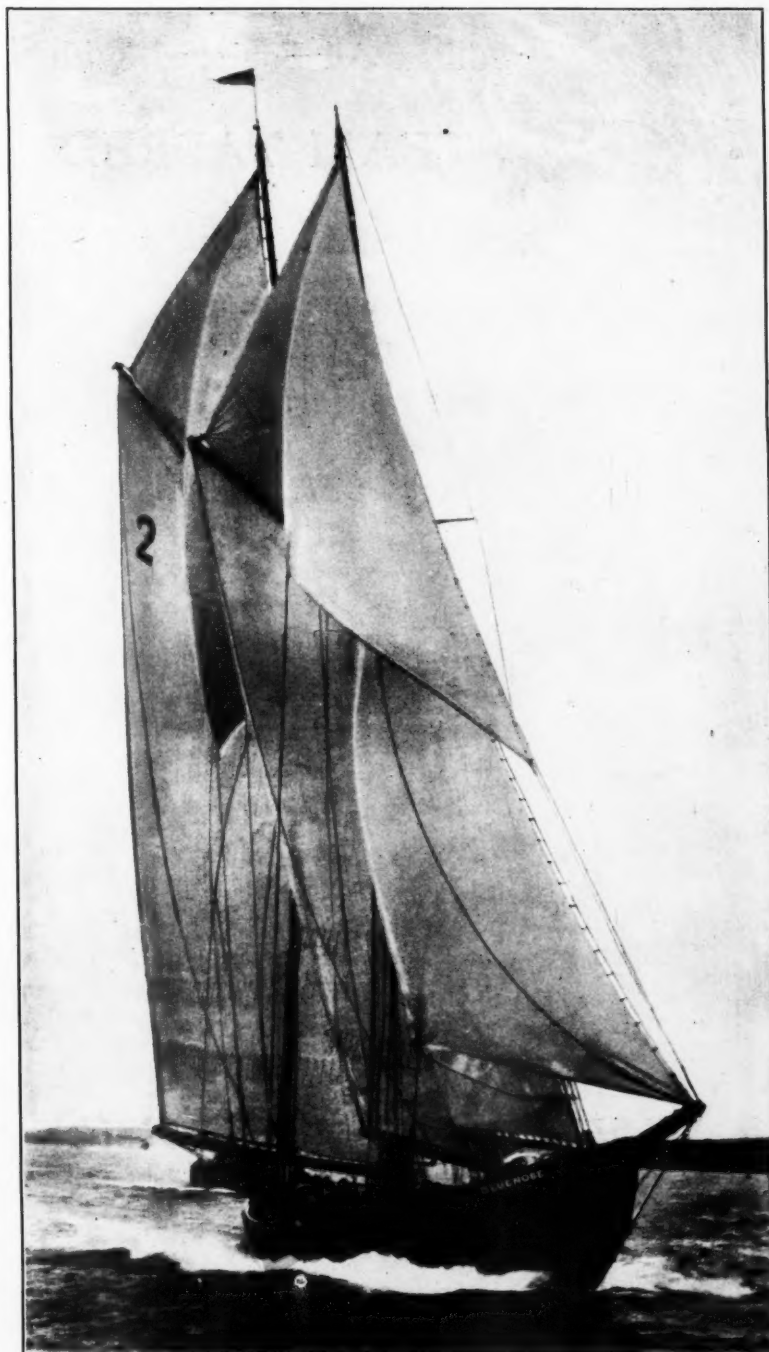
AN ECONOMY RECORD



Schooner Lincoln, a 72-footer, on a four-weeks' trip swordfishing, reports a total cost from fuel and lubricants for the trip of only \$140. She carries a Wolverine Oil Engine of 95 h. p.

QUEEN
of the
FISHING
FLEETS

Canadian
Defender
of the
International
Fishermen's
Race Cup



SCHOONER BLUENOSE

Winner of 1921 Races

Schooner Henry Ford, Schooner Elizabeth Howard and Schooner
Puritan All Equipped With

ESSEX STEAM TARRED LINES



SCHOONER ELIZABETH HOWARD



SCHOONER HENRY FORD

COMPLETE FISHING GEAR

on these

Super-Fishermen

Furnished by

MEARS IMPROVED LINE COMPANY

Factory and Line Walk:
ESSEX, MASS.

Office:
GLOUCESTER, MASS.

SCHOONER
HENRY
FORD



UPON this sweet-lined schooner America is setting her hope for the regaining of her prestige as builders of speedy fishermen. Now for a rousing old breeze — and may the better vessel win!

SAILS

For Schooners Henry Ford and Elizabeth Howard



SCHOONER ELIZABETH HOWARD



SCHOONER HENRY FORD

MADE BY

UNITED SAIL LOFT

M. J. COONEY, Manager

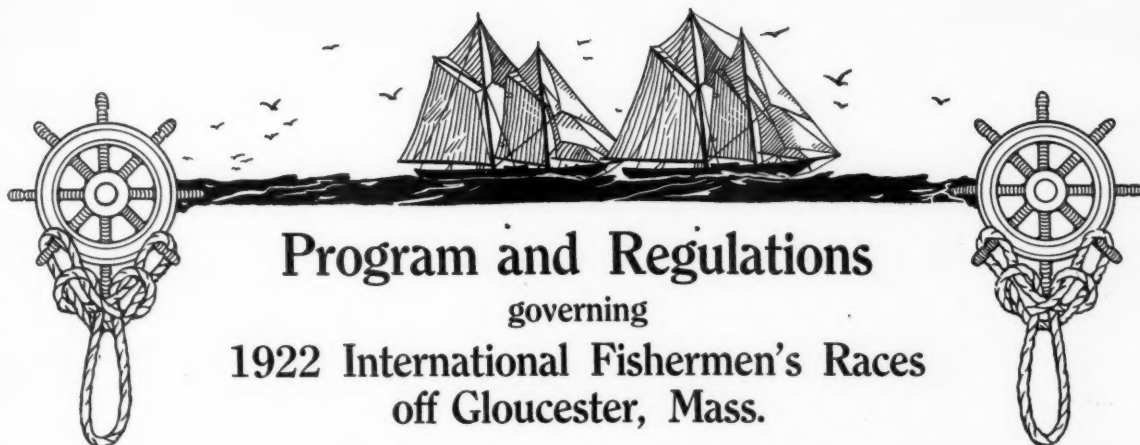
Makers of
SAILS, AWNINGS,
HAMMOCKS,
TENTS and COVERS

GLOUCESTER, MASS.

Also Sailmaker for
Schooners Mayflower and Puritan

Dealers in
DUCK, CORDAGE,
and
MARINE ACCESSORIES

We take boats directly from the builders and equip them ready for sea
Boats Overhauled



Program and Regulations

governing

1922 International Fishermen's Races

off Gloucester, Mass.

COURSES AND DISTANCES

Course Number Will be Displayed From Mast of
Committee Steamer

COURSE 1. To and across the starting line between the Eastern Point whistling buoy and the Judges' Boat; thence east by north $\frac{1}{2}$ north 5 miles to a gill net buoy bearing a red flag, leaving it to starboard; thence south by east $\frac{1}{2}$ east 10 miles to a gill net buoy bearing a red flag, leaving it to starboard; thence west by north $\frac{1}{4}$ north 10 miles to a gill net buoy bearing a red flag, leaving it to starboard; thence northeast 10 miles to the first mentioned gill net buoy, leaving it to port; thence west by south $\frac{1}{2}$ south 5 miles to and across the finish line between the Eastern Point whistling buoy and Judges' Boat.

COURSE 2. Reverse of Course 1.

COURSE 3. To and across the starting line between the Eastern Point whistling buoy and the Judges' Boat; thence dead to windward 20 miles to and around a gill net buoy bearing a red flag, leaving it to starboard; thence 20 miles to and across the finish line between the Eastern Point whistling buoy and the Judges' Boat.

COURSE 4. To and across the starting line between the Eastern Point whistling buoy and the Judges' Boat; thence 20 miles dead to leeward to a gill net buoy bearing a red flag, leaving it to starboard; thence 20 miles to and across the finish line between the Eastern Point whistling buoy and the Judges' Boat.

COURSE MARKS

All turning marks of courses will be marked by Gill Netter buoys—a large buoy surmounted by a staff, each bearing a red flag—easily visible several miles.

START AND FINISH

THE line for start and finish of the race shall be between the Eastern Point Whistling Buoy off Gloucester Harbor and the Judges' Boat, which will carry as a distinguishing mark a large flag bearing the word "Committee."

9:00 o'clock a. m. Hoisting of course signals on Judges' Boat.

9:30 o'clock. Hoisting of warning signal, a red flag.

9:45 o'clock. Lowering of warning signal and hoisting of preparatory signal, a white flag.

10:00 o'clock. Lowering of course and preparatory signals and hoisting of starting signal, a blue flag.

The gun will be used to call attention to the signals. If the gun misses fire crafts will start on the display of the starting signal.

In case of a 30-minute postponement of the course or starting signal a "black ball" will be displayed on the Judges' Boat. If the hoisting of the course signal is delayed all following signals will be delayed the same length of time.

In case of postponement of the race for the day two "black balls" will be displayed on the Judges' Boat.

The time limit for the races shall be seven hours.

RULES

THE regular accepted "Rules of the Road at Sea" shall govern the contest and all crafts competing. Contesting crafts shall carry only the ordinary eight sails carried by fishing vessels—mainsail, foresail, "jumbo" or forestaysail, jib, jib topsail, main and fore gaff topsails and ordinary fisherman's staysail, and these sails shall be the regular sails used in fishing.

If more than one staysail or jib topsail are on the vessel they must be of the same area and only one can be set at a time.

No competing craft shall use new sails as the major part of her sail equipment.

No ballast shall be shifted or put in or taken out after the preparatory gun for any race or races.

The total number of persons on each competing craft shall not exceed 30, all told. This number shall not include one official observer on each vessel who will represent the Committee.

The sailing, steering, handling and trimming of sails of each and every competing craft shall be performed entirely and solely by the captain and men identified with the fishing industry.

No changes in length of boom and gaffs will be allowed on any competing craft.

The cup winner will be that vessel which first wins two accredited races.

Program International Fishermen's Races off

SCHOONER BLUENOSE (No. 1)

AFTER the Gloucester schooner Esperanto had successfully invaded Halifax waters and returned to her home port with the International Race Trophy tucked in her locker, Canada immediately laid plans for retrieving the cup.

Late in the fall of 1920 the keel of a new schooner upon which Canada was to pin her hopes was laid down in the yards of Smith & Rhuland, at Lunenburg, Nova Scotia. The design was from the able hands of W. J. Roue.

On March 26, 1921, the new schooner was launched, being christened Bluenose. Her trial trip on April 14 showed remarkable sailing qualities. That spring she began fishing, returning after several weeks on the Western Banks of Sable Island. She then refitted for salt banking.

In the fall she won the Canadian Elimination Races, and later beat the schooner Elsie of Gloucester, the American defender of the Fishermen's Trophy, thus returning to Canada the coveted cup.

This fall she again won the Canadian preliminaries, and is now ready to defend her title.

SPECIFICATIONS OF SCHOONER BLUENOSE

Length over all...	141'	Main topmast over	
Beam	27'	all	53' 6"
Waterline	110'	Fore topmast over	
Depth in main		all	48' 6"
hatch	11' 6"	Main boom	81'
Draught	14' 6"	Main gaff	46'
Spars		Fore boom	32' 6"
Mainmast above		Fore gaff	32' 6"
deck	81'	Sails	
Foremast above		Total area	10,937'
deck	73'		

PRIZES

Winning Schooner—International Fishermen's Race Trophy and \$3,000

Losing Schooner—\$2,000

RESULTS OF FORMER RACES

1920—Schooner Esperanto (U. S.) won from Schooner Delawana (Can.)

1921—Schooner Bluenose (Can.) won from Schooner Elsie (U. S.)

FIRST RACE—SATURDAY, OCTOBER 21

	BLUENOSE	HENRY FORD
HIGH WATER ... 11.09 A.M.	Time	Time
SUN RISE 6.02 A.M.	Start
SUN SET 4.45 P.M.	First Mark
WEATHER	Second Mark
WIND	Third Mark
SEA	Fourth Mark
	Finish
	Actual Time

SECOND RACE—SUNDAY

HIGH WATER ... 12.30 P.M.	Start
SUN RISE 6.05 A.M.	First M
SUN SET 4.51 P.M.	Second
WEATHER	Third M
WIND	Fourth
SEA	Finish
	Actual

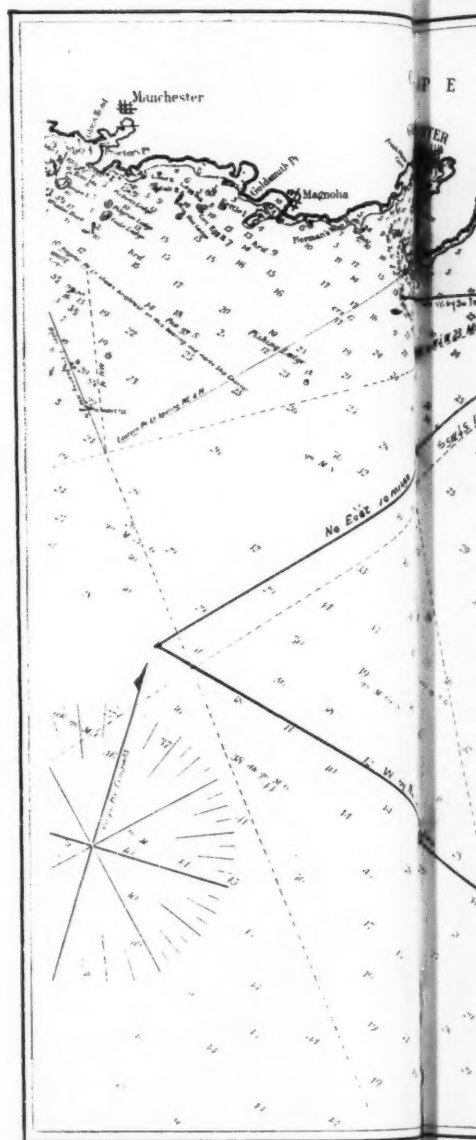
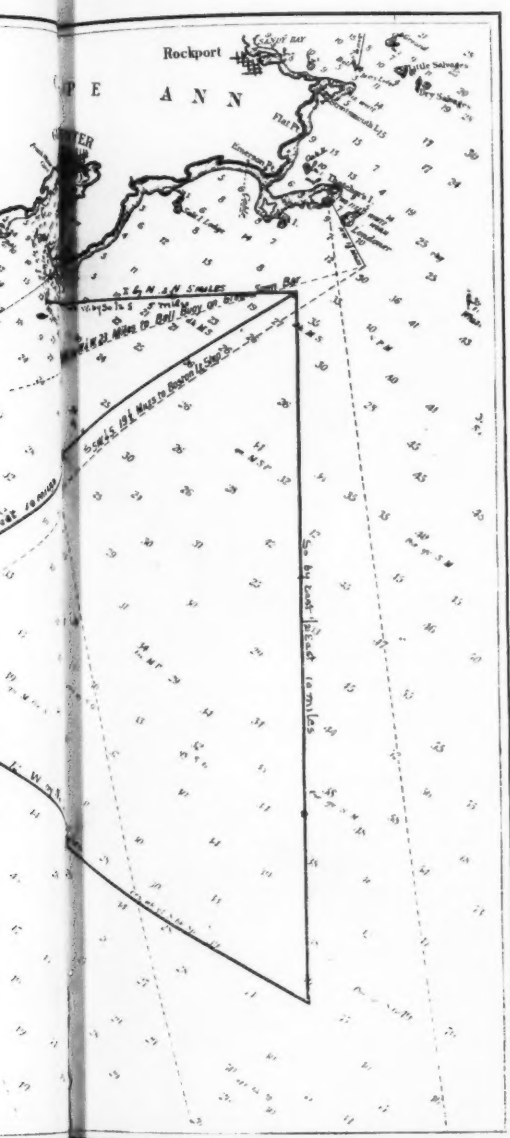


CHART OF COURSE

off Gloucester, Mass., October 21, 23 and 24, 1922



SCHOONER HENRY FORD (No.7)

EVER since last fall when the Bluenose took the International Fishermen's cup away from Gloucester, the skippers down that way have been chafing sorely over the loss of their prestige.

They felt that they could build a vessel that could lick the Bluenose. Tom McManus and W. Starling Burgess were looked upon as the men capable of designing such a vessel. Burgess was set to work on one schooner, named the Puritan, which was lost soon after she started fishing. Tom McManus designed another, named the Henry Ford.

The Ford was launched April 11, 1922, at the yards of Arthur D. Story, Essex, Mass. She started her career rather disastrously, going aground at the mouth of the Essex River a few hours after her launching. Before she was rescued she floated on a full tide and went ashore a mile away, landing on a rocky beach.

After fishing all summer she was slicked up for the American Elimination Races, winning the series from such vessels as the Elizabeth Howard, Yankee and Dunton.

SPECIFICATIONS OF SCHOONER HENRY FORD

Length over all...	138'	Main topmast over	
Beam	25' 2"	all	52'
Waterline	109'	Fore topmast over	
Depth in main		all	44'
hatch	12'	Main boom	76'
Draught	15' 7"	Main gaff	45' 6"
		Fore boom	32'
Mainmast above		Fore gaff	32'
deck	88'	Sails	
Foremast above		Total area	9,504'
deck	78'		

INTERNATIONAL RACE SAILING COMMITTEE

Captain George H. Peeples, Chairman

H. G. Lawrence, Halifax

Leslie A. Davidson, Lunenburg

Captain John J. Matheson, Gloucester

John Hays Hammond, Jr., Gloucester

RACE DAY, OCTOBER 23

	BLUENOSE Time	HENRY FORD Time
2.30 P.M. Start		
5.05 A.M. First Mark		
4.51 P.M. Second Mark		
Third Mark		
Fourth Mark		
Finish		
Actual Time		

THIRD RACE—TUESDAY, OCTOBER 24

HIGH WATER 1.22 P.M.	BLUENOSE Time	HENRY FORD Time
SUN RISE 6.06 P.M.	Start	
SUN SET 4.49 P.M.	First Mark	
WEATHER	Second Mark	
WIND	Third Mark	
SEA	Fourth Mark	
	Finish	
	Actual Time	



Vessel Supplies

FURNISHED
FOR
SCHOONERS

Elizabeth Howard Henry Ford

BY

ATLANTIC SUPPLY CO.

Outfitters and Chandlers

37 Rogers Street

= = =

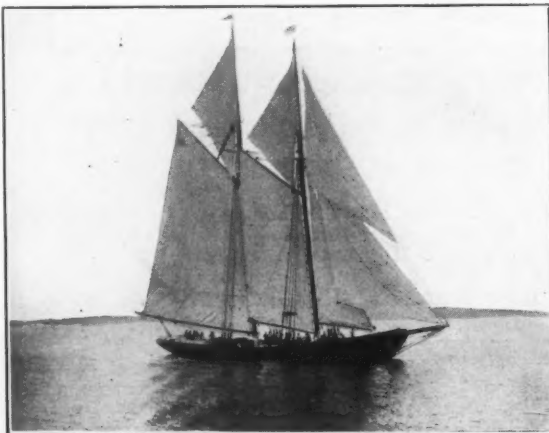
Gloucester, Mass.

CHAS. STEELE, Pres.

JOS. LANGFORD, Treas.

BEN PINE, Gen. Mgr.

**We Furnished Equipment for the Schooners
HENRY FORD, ELIZABETH HOWARD and PURITAN**



Sch. Henry Ford



Sch. Elizabeth Howard

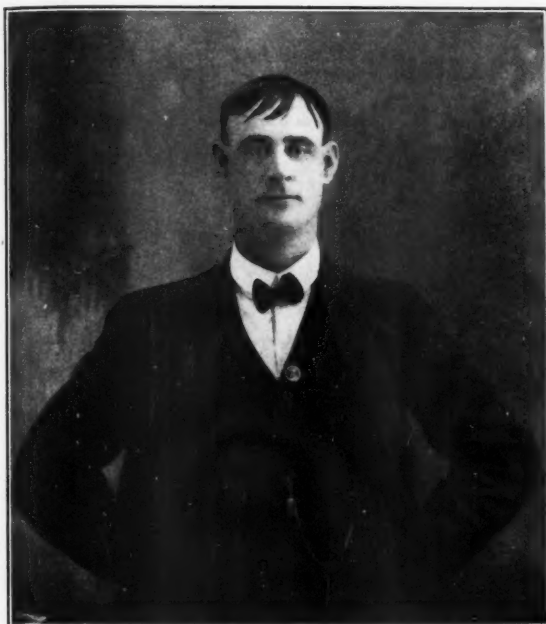
Visit our store and see the complete line we carry

L. E. SMITH CO.

221-223 Main Street

- - - - - -

Gloucester, Mass.



CAPTAIN CLAYTON MORRISEY OF SCH. HENRY FORD
(At Right) SCHOONER MAYFLOWER



HENRY FORD FINDS TEMPORARY RESTING PLACE AMID DANGEROUS ROCKS, APRIL 12

Rigger of Winner

Schooner Esperanto

ALSO

Schooner Elizabeth Howard
and Schooner Puritan



SCHOONER ELIZABETH HOWARD

George E. Roberts

RIGGER
AND
CONTRACTOR

Loft: Parkhurst Railways
GLOUCESTER, MASS.

Aboard
Fresh
Fishermen—

Converse

NEPTUNE

Rubber boots *can* be made comfortable as well as sturdy. When you're "living" in your boots, you will find Neptune both easy and durable. At least

IT'S WORTH TRYING

Write us if your dealer doesn't carry it

Converse Rubber Shoe Co.

MALDEN, MASS.



SCHOONER MAHASKA
A Canadian Elimination Race Entry

SAWYER'S

FISHERMEN'S

OILSKINS

EVERY HAND ABOARD THE AMERICAN
CHALLENGER

IN THE
INTERNATIONAL FISHERMEN'S
CUP RACES

ARE OUTFITTED WITH

SAWYER'S "EXTRA STRONG"
FISHERMEN'S OILSKINS

Why? Because they are made from the **FINEST QUALITY HEAVY COTTON CLOTH**, cut on our **SPECIAL DESIGNS** from patterns which we have developed as a result of three-quarters of a century's experience and study of the exacting needs of fishermen.

Don't say just "Oilskins," Say "Sawyer's Extra Strong"

And insist on having them, and nothing else, if you want the BEST.

If your dealer does not carry them request that he send us order covering your requirements

H. M. SAWYER & SON, East Cambridge, Mass.
U. S. A.

TO THE SOUTH'ARD

LARGEST SHRIMP ON RECORD

WHAT is claimed to be the biggest shrimp ever caught anywhere was taken on September 25 by a Terrebonne, La., seiner by the name of Norbert Voison, a native of the Grand Caillou section.

The shrimp had the amazing length of 13 inches from tip of claw to tip of tail. Its claws were 9 inches long and the body 7 inches.

The Houma Courier vouches for the measurements which were made at its office.

The largest shrimp on record previous to this gigantic specimen was one of 12 inches caught by Barataria seiners a short time ago.

MONSTER DEVIL FISH TAKEN

While trawling for shrimps, Charles Swanson and Harold Osoinach, Gulfport, Mississippi, fishermen, recently captured the largest devil fish ever taken from gulf waters on the Mississippi shore.

The monster was of amazing size, measuring 18 feet across and 13 feet in length. Estimates of its weight ranged from 2,000 to 3,500 pounds. Thirty-two men attempted to pull it up on the beach but only succeeded in getting half its body out of the water.

MAY HAVE SEAMEN'S INSTITUTE

A branch of the Seamen's Institute will be established at Crisfield, Md., if support is granted by the general convention of the Episcopal Church, to be held at Portland, Oregon.

Crisfield, with a population of but 4,000, is said to be the second largest port of the world in the number of boats of all sizes entering and clearing it.

The Institute's purpose is to provide for the personal comfort of all seamen. Here a sailor may get his mail, have a bath, read a book, see a movie, get medical treatment, sleep in a decent bed, attend church and have his letters written.

SEA BASS FISHING BEGINS

The sea bass fishing season in the vicinity of Beaufort, N. C., begins about the middle of October. Boats that have been up the Jersey coast during the summer are returning to Beaufort. Captain Thomas Nelson and his crew of four men in the *Alice*,

who have been in other waters for several months, were among the first arrivals to prepare for the bass season. They were caught in a bad blow in Pamlico Sound on their way to Beaufort and came very near being lost, but good seamanship and the sturdiness of the little smack brought them safely through.

The sea bass fishermen will fish practically all winter long. There is a ready market for the fish at all times, and if the weather is fit a big season is looked for.

BEAUFORT TERRAPINS TO TRAVEL TO STATE FAIR

The management of the State Fair, held annually in Raleigh, obtained permission of the U. S. government at Washington to use a number of terrapins from the laboratory on Piver's Island. The fair will begin sometime in October and last for a week.

Mr. Hartsell intends to send terrapins of varying age—some two years old, some four, and some of the adults ranging in age from four to twelve years.

A good while ago Mr. Hartsell received the request for the terrapins but not having the right to grant it referred the askers to Washington. The government consented and sent word to Piver's Island to send the animals when needed.

There are now about 4,000 of them on the island and about 3,500 have just recently been released, nearly 2,000 of which were turned into the waters of Core Sound, and Neuse River. The rest were sent to Massachusetts to be used there.

In Pamlico Sound, says Mr. Hartsell, terrapin fishing is made a business and if ever the government can be induced to increase the output of the farm here to as much as 20,000 a year the fishing will be profitable in this part of North Carolina.—Beaufort News.

MAY BUY TRAWLERS

Robert J. Walton, Jr., and Capt. C. M. Ericson of Lewes, Del., have been in Rockland, Me., for a few days looking over the steam trawlers owned by the Deep Sea Fisheries, Inc., with a view to the possible purchase of some of them for use in the menhaden industry. The concern which they represent—D. W. Burbage & Co.—operates five large menhaden boats and

has factories at various points along the coast. The past season has been a very profitable one for the concern and two of the best months are yet to come. Mr. Walton is secretary and treasurer of the corporation, and Capt. Ericson has charge of establishing plants.

FISHING GOOD NOW

About a week's bad weather followed by good weather and now some nice fish are being brought to Beaufort and Morehead City, N. C., every day. On September 26 there were probably 10,000 pounds of very fine spots brought to dealers in Beaufort and besides the spots some nice trout, blue fish and other varieties were on the market. If weather conditions continue favorable a great many fish ought to be caught in October and November. No menhaden have shown up yet but the season for them is near at hand.

25,000 LBS. BLUEFISH SHIPPED

The Ricou Fish Co., of Fort Lauderdale, Fla., made its initial trip to the deep sea for fish Sept. 24, and the result was 25,000 pounds of bluefish at one draw of the nets. The fish were brought to the new packing house of the company and were packed for shipment to the Kansas City market.

On Sept. 26 a catch of 35,000 pounds of salt water mullet was made. They were also packed and shipped to Kansas City.

The Ricou Fish Co. came to Lauderdale from Jensen and built a packing house to be ready for the deep sea fishing when the New River Inlet is completed. Delay in starting the work of the inlet caused the company to begin operations earlier than it had expected to.

The boats left the morning of Sept. 24 by way of Lake Mabel and worked their way through the narrow inlet to the fishing grounds in the Atlantic.

FINE CATCH OF MULLET

A good catch of mullets were made Sept. 18 by several of the boats of the Beaufort Fish Scrap and Oil Co., off Beaufort, N. C. The total catch amounted to about 90,000 pounds and was made as follows: The Pilgrim, 50,000; Balster, 30,000; W. B. Blades, 7,000 and the Marks, 3,000. A considerable quantity was caught by some smaller fishermen on that day also.



WHALE ATTACKS CRAFT

CAPTAIN Sam Paresi and five members of the crew of the Italian boat 872-C, of Gloucester, limped into port recently with a gaping hole in the side of their boat and the tale of a thrilling experience with a whale. There were no casualties, although Paresi and another man were knocked overboard. Five other boats close by when the battered boat began to sink, managed to get lines about her, and tow her to port, beaching her on Pavilion beach around midnight. The two men climbed into the seine boat.

The craft had made a set and was about ready to bail the fish into the boat when the whale, chasing the fish, butted headlong into the boat striking amidships on the port side. The blow sent the boat reeling over and nearly turned the craft bottom up.

Paresi and the other fishermen, standing near the port rail, were pitched overboard. Paresi struck on the back of the whale. He grabbed the gunwhale of the seine boat and climbed to safety. The other man did likewise.

The whale tore a hole about three feet square amidships just below the water line. The blow apparently stunned or killed him, for the fishermen saw the whale turn over and sink from sight.

The craft was seining for mackerel with others of the fleet and were on Salvages about eight miles from Thacher's when the mishap occurred. The sea was as smooth as a lake and these ideal conditions enabled the other boats to save the punctured craft. They got lines about her and started for port.

The boat was examined by many people who were astonished at the miraculous escape of the crew and wondered how they ever got the boat to port with such a hole in her side. The owners took canvas and strapped up the hole temporarily at low water and will have her hauled on the ways later to be repaired.

There is a strong feeling among the fishermen of Elizabeth City, N. C., that the government should be immediately appealed to for aid in keeping open the inlets of Albemarle Sound.

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BIG STURGEON

A sturgeon 8 feet long and weighing more than 200 pounds was caught last month off Tappahannock, Virginia, by Hardy Bartlett.

INCREASES CAPITAL

The Beale & Garnett Company, of Eastport, Me., has recently increased its capital stock from \$10,000 to \$100,000 and filed with the Secretary of State a certificate therefore. This is for the purpose of increasing its opera-

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tions in the packing of glass and tin, also fertilizer and oil. The company was established and incorporated in 1910.

Portland and Vicinity

By C. A. FRANCIS

SEPTEMBER 16. Schooner Oretha F. Spinney, Captain Lemuel Spinney, in today from Querian Bank with 22,000 halibut and 20,000 fresh cod, sold to Willard Daggett Company; also 25,000 salt cod sold to Lord Brothers.

Tinker mackerel have struck in again, about 30,000 pounds being landed by the trap boats.

September 18. Gloucester steamer Lois H. Corkum in today with 70 barrels of large herring caught on Jeffries. Captain Corkum reports large schools showing in that vicinity.

September 20. Tinker mackerel have struck off here quite plentiful the last two days, about 900 barrels being landed by the trap boats and seiners, selling for three cents a pound from the boats. These fish are getting to be quite good size now.

Schooner Republic, Captain Peter Dunskey, in today from Grand Banks with 38,000 halibut, sold to Dirigo Fish Co., and sailed to Gloucester with a small catch of salt fish.

September 22. About 300 pounds of tinkers were landed here today, selling at 2½ cents a pound from boats.

September 23. Schooner Pilot, Captain Fred Bickford, the last of the swordfish fleet, arrived today with 30 fish, which were landed at Boston, and will now fit for trawling.

Steamer Nashawena, Captain McKown, 18,000 tinkers and steamer Osprey 10,000 tinkers. The small boats had about 50,000 tinkers.

September 28. The catch of tinker mackerel along the Maine coast of late has been the largest in a great many years and from present indications the catch this year of these fish will be a record breaker. It has proved very profitable to both seiners and trap fishermen in spite of the low selling prices most of the time, and it looks like the good mackerel years of the past to go on the wharves and see the boats with loads of these fish most every day.

In spite of the rough weather outside today tinkers still continue to arrive. Steamer Trident 30,000 pounds and 20,000 pounds from the small boats.

Most of the vessels have started trawling, with the exception of the schooner Alice M. Doughty, Captain Reuben Doughty, and schooner Sunapee, Captain Ed Smith, who will go mackerel

netting this fall. Quite a fleet of Gloucester seiners are here after tinker mackerel. Among the fleet are steamers Lois H. Corkum, Nyoda, Thelma, Bettina, Joppiate and Joanna.

Schooner Elizabeth Noonan arrived today with 25,000 pounds of mixed fish.

September 29. Steamer Nashawena, Captain McKown, arrived today with 30,000 pounds of tinkers, sold to Central Wharf Cold Storage. Small boats landed some 20,000 pounds.

Fish prices are higher today on account of bad weather; cod \$7 to \$9.50; haddock \$6; pollock \$5.50, hake and cusk \$4; tinkers 1 to 2 cents per pound.

September 30. Another good catch of tinkers today, about 100,000 pounds, the steamer Osprey having the largest catch—25,000 pounds—which were sold to the Central Wharf Cold Storage. These fish are selling today at 1½ cents per pound.

More arrivals of tinkers since morning. Steamer Harmony 10,000 pounds, steamer Nashawena 6,000 pounds, steamer Mary A. 8,000 pounds, steamer Novelty 2,000 pounds. Most of these fish are being caught off Old Orchard Beach, where the schools are plentiful. Steamer Trident just arrived with 21,000 pounds tinkers.

Spars for

Schooner Henry Ford
Schooner Elizabeth Howard
Schooner Puritan



Sch. Elizabeth Howard



Sch. Henry Ford

MADE BY

GEORGE E. THURSTON

Ship and Yacht Spars, Flag Staffs, etc.

16 Commercial St.

Gloucester, Mass.

ELIMINATIONS CALLED OFF

(Continued from page 13).

to carry the vessels home before the time limit of six and one-half hours. The first attempt ended at four o'clock in the afternoon with the Bluenose leading the Smith at the Outer Automatic. Conditions for the second attempt were hopeless, the vessels engaging in a short drifting match before it was called off.

The performance of the Smith on October 9 showed her to be a mighty smart vessel—one that will grow smarter as time goes on and she begins to find herself. She gave the champion a spirited battle before she was left astern in windward work.

BLUENOSE ELECTED DEFENDER

Two attempts to sail the second of the Canadian elimination races failed miserably October 9 and 10, owing to lack of wind. Rather than delay further the selection of the schooner to represent Canada in the international races the general committee instructed the sailing committee to award the prizes on the basis of the first day's result in which the Bluenose came first, the Canada second, the Mahaska third and the Margaret K Smith fourth. All four skippers were agreeable and at a banquet the Nova Scotia trophy was presented to Captain Angus Walters, skipper of the Bluenose, and the money prizes as follows: \$500 to the Bluenose, \$1,000 to the Canada, Captain Joseph Conrad; \$800 to the Mahaska, Captain Emil "Paddy" Mack, and \$700 to the Margaret K. Smith, Captain Frank Whynacht.

This unusual schedule of prizes, wherein the second, third and fourth vessels received a greater sum than the first, was determined upon by the committee as a fairer and more equitable split than the customary gradation, for, it was pointed out, the winning vessel would have the opportunity to share the International Race purse. It may be said that the committee took a great deal for granted in laying out such a schedule. Evidently they think pretty well of their Bluenose. For instance, supposing the Canada or Smith had won first place. Neither of these vessels were eligible for the Internationals.

MAYFLOWER SLICKING UP

In anticipation of the acceptance by Captain Angus Walters of an invitation to race the Mayflower should the Bluenose win the international event, the Boston vessel has been sent over to Green's shipyard, in Chelsea, to be hauled out and slicked up.

The Mayflower Association has al-

ready received word from Captain Clayton Morrissey that he will take on the Mayflower providing his Henry Ford wins the big event.

STILETTO BRINGS MACKEREL

Schooner Stiletto, Captain Ralph Webber, arrived at the Boston fish pier October 8, the first of the North Bay mackerel fleet to return. Captain Webber brought 50 barrels of salt mackerel from the north and also 18,000 pounds of fresh mackerel which were taken off Cape Breton. The fresh fish sold for 10 and 7 cents per pound.

SCHOONER MARECHAL FOCH ON SABLE ISLAND

A NOTHER of Gloucester's splendid fishing fleet has piled herself on the sands of Sable Island. Fortunately no lives were lost, but there were many anxious hours in Gloucester before word was received that the last dory load of men had landed safely.

Schooner Marechal Foch, Captain James Whittle, was the unfortunate vessel. She was on her second trip halibuting, sailing on September 11 after landing a trip of halibut at Portland.

The first intimation of the vessel's predicament was received late in the morning of October 11. It was a wireless message from Superintendent Henry of Sable Island.

The Foch was built at Essex in 1919 for the Gorton-Pew Company. She measured 134 tons gross, 64 tons net, 11.5 feet register length, 23.1 feet in breadth and 11.4 feet in depth.

Lunenburg schooner Arcola has changed from a bank fisherman to a liquor carrier. With a full cargo, she left St. John recently, having cleared for St. Pierre in command of Captain Thomas.

A new Lothrop fog horn of the most improved type, has been placed at Mosher's Island Light. The horn will be sounded in thick weather in answer to vessels going in and out of port.

Two days' dredging practically exhausted the supply of scallops at Marion and Mattapoisett and many of the fishermen at those places feel that they have a right to be discouraged at the very opening of the season.

LEST WE FORGET

SCHOONER PURITAN
Lost on Sable Island June 23

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SALT MACKEREL BRING BIG PRICE

Schooner Stiletto which arrived at Gloucester recently with a fare of salt mackerel from the Cape Breton coast, sold her trip to the Consumer's Fish Co., the price paid being \$35 a barrel, to be backed. The fish were rimmed, fat and of excellent quality.

Schooner **Bay State**, Captain Fred Thompson, on her halibut trip at Portland, stocked \$3,863 and the share was \$60.

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Burnham's marine railway at Gloucester, after a period of nearly 70 years, has been closed, the last craft hauling out the first of October.

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CORKS, LEADS AND SECOND-HAND NETTING

End of Widgery's Wharf, Portland, Maine

BIG MACKEREL SHIPMENTS

Verge's trap at Port Medway, N. S., made large hauls of mackerel last week, 18,000 being taken in one day and sent to the Liverpool cold storage which purchased the fish. J. F. Clifford purchased from the Coolen, Dorey, Shand and Cook traps 175 barrels mackerel, and 90 barrels of mackerel from the

Verge trap at Port Medway, which he shipped by train to Boston. The South Shore Fish Co. took from their own nets 800 pounds mackerel and purchased 7,000 pounds taken from the Verge trap at Port Medway. Nine thousand mackerel, taken from Leaman's trap, Port Medway, and about 6,000 taken from traps in Liverpool harbor, were shipped to Boston.

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TO UTILIZE DOGFISH

Another attempt is to be made to commercialize the dogfish which is so abundant on the Pacific Coast. A boat is now being outfitted for trawling off the banks of Stevens and Dundas Islands. A fishing station is to be established at Stevens Island, where scows will be kept on which the fish will be dumped and towed to a fertilizer plant. The marketable fish will be sold and the dogfish and other refuse handled at the reduction plant.

Schooner *Elizabeth Howard*, a contender in the fishermen's races arrived at Gloucester from Middle Ground recently with 100,000 pounds of salt fish

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and 50,000 pounds fresh fish. The *Howard* took off her dories and gear and discharged her cargo at once so as to make ready for the elimination event.

Schooner *Angie L. Marshall*, Captain Manuel J. Goulart, landed a trip at

DAWE & NEWELL

Ship Carpenters

and

Joiners

Motor Boat and Dory Repairs

FISH PIER - - BOSTON

Boston, after a week's absence and stocked \$3,700 from which each of the crew shared \$104 clear.

Schooner *Henrietta* of Boston, now laying at Walen's wharf, Gloucester, is to have a 60-horsepower crude oil engine installed.

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Mass.**THE TVEDT MUFFLER**

The Tvedt-Smith Company of Worcester, Mass., are having considerable success in manufacturing the Tvedt Adjustable Marine Muffler, designed during the war for use on high speed patrol boats.

It became widely known during this period, taking care of the largest high speed engines and was sold in quantities to the different governments. It was later patented and perfected for commercial purposes.

The Tvedt Muffler is made so that when it is applied to an engine of the approximate size for which it is intended, can be adjusted to that particular motor to produce the maximum silencing effect without loss of power and efficiency of the engine.

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We take boats directly from the builder and equip them ready for the sea
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Telephone Connection

Word has been received at Gloucester from the Schooner Constellation, Captain Ambrose Fleet, one of the vessels which went to North Bay after mackerel. The Constellation was at Souris, ac-

cording to the report, and had only 40 barrels of salt mackerel. The craft is leaving for Port Hood, and the spot where Captain Almon Malloch took 130,000 pounds in two trips a year ago.

